Recognizing the importance of addressing the media scrutiny following last week’s three-day NTSB hearing, the RAA Board of Directors and Presidents’ Council met nearly non-stop yesterday, in an unprecedented move. Virtually all of the 32 member airlines, plus Delta and US Airways mainline executives, were represented. All of them committed, under the RAA umbrella, to dedicate whatever resources are necessary to learn not only from the recent accident but also from the two-and-a-half years of a perfect safety record. The nation’s news media were welcomed to attend this week’s Annual Convention and view directly the industry’s singular focus on safety. RAA President Roger Cohen notes, “We’re taking this opportunity to showcase what we’ve done every year for nearly 40 years of collaborative work with the FAA, our airlines and industry partners to share the absolute best safety practices.” In the closed-door Presidents’ Council and Board of Directors meetings yesterday, discussion centered on advancing the multi-layered safety programs such as FOQA, ASAP, SMS and LOSA. The presidents also heard from John Nance (see related story below), Assistant DOT Secretary Christa Fornarotto and key staffers from Congress.

Airline CEOs had a private Exhibit Hall walk-thru yesterday afternoon prior to the official ribbon-cutting ceremony (see picture below).

Praising the regional airline industry for its “mammoth achievement of professionalism and safety levels equal to mainstream airlines…and probably higher,” John Nance, an internationally recognized air safety analyst and advocate, cautioned regional airline executives to withstand the media scrutiny after the Colgan Air accident and “celebrate that you have accomplished a tremendous effort.” Now completing more than 50% of all the nation’s flights, regionals are the backbone of the air transportation system. Nance believes that across all segments of the airline industry, more attention should be paid to situational awareness as “flying the airplane is the first priority at all times.” With the overabundance of automation in the cockpit, Nance underlines that it is necessary to “test all assumptions all the time…it’s time to ramp it up.” The most dangerous phrase is “this is the way we’ve always done it…Let’s use this as a springboard to re-examine ourselves and raise the bar.”

With nearly 200 exhibitors — including 70 first time exhibitors — the Exhibit Hall was formally opened last night during a ribbon cutting ceremony.

From left to right: RAA President Roger Cohen, Cape Air President Dan Wolf, PowerJet’s Lucas Aardenburg, SuperJet International’s Alessandro Franzoni, RAA Chairman Rick Leach, SkyWest President Chip Childs and Air Wisconsin President Jim Rankin.
The next version of the Sukhoi Superjet is more likely to be a 115-120 seat version than the 75-seater originally planned, SuperJet International CEO Alessandro Franzoni announced yesterday during a media briefing here. “We’re now looking at a stretch of the 95-seater, rather than firmly planning for the 75-seat version,” Franzoni said acknowledging that the program schedule, developed by the joint venture company between Alenia Aeronautica and Sukhoi Holding, has slipped slightly. The two aircraft currently in flight testing will soon be joined by a third. To date, the aircraft have accumulated 542 hours on 171 flights.

Some 13 aircraft are in various stages of production, and the commercial and support structure continues to develop. A Superjet International office was recently established in the Washington, DC area, headed by Vice President-Business Development John Buckley, and a network of repairs stations has been established. Russian certification remains on target for November of this year with European certification to follow about six months later. “Until there is a strong expression of interest from an American customer, there are no plans to seek FAA certification,” Senior Vice President Commercial Paolo Revelli-Beaumont added.

All of the studies undertaken to date indicate there is little interest in the 75-seat aircraft, meant to be the companion for the 95-seater on launch. Those studies indicate there is much more interest in a stretch version, however, and “we assume maximum commonality with the -95. The tradeoff, therefore, will be range. We don’t want to make any changes to the engine or the thrust rating, so we will target a larger aircraft operating out to 1,500-1,600 nm, rather than the 2,200nm of the 95-seater,” Franzoni said.

Any decision to launch the stretch will depend on expressions of customer interest, and entry into service will follow that decision by about two years. What seems certain is that the 75-seat version of the Superjet100 is no longer viable. “We won’t go in that direction (now) simply because it was in the original plan,” offered Franzoni.

Airline service with small aircraft seating fewer than 50 passengers continues to drop sharply. In the second quarter of 2009, there were 22.2% fewer seats in the under-50 seat category in US commercial markets, compared with the second quarter of 2008, according to an analysis by Robert Hazel, a Reston, VA-based partner of global management consultancy Oliver Wyman. Overall, seats in the under-50 category aircraft fell 64.6% in the last nine years. Fifty-seater capacity also was down, with 8.5% fewer seats this quarter than last. Reflecting the previous jump in 50-seaters, however, the number of seats in this category is still up 198.3% over the last nine years. The trend to larger aircraft also is evident in Hazel’s analysis. Seats in the 51-100 passenger category were up 10.8% over the past 12 months, the only aircraft category that saw an increase. Larger aircraft, from 101 to more than 200 seats were also down. Since 2000, short-haul domestic capacity has been cut the most – but not over the past year.
Making history with the SaM146.

On May 19, 2008 the SaM146-powered Sukhoi Superjet 100 aircraft completed its first flight at Komsomolsk-on-Amur, Russia. PowerJet and its teams are proud to have contributed to this historic event and would like to congratulate all of those who have helped to make the Superjet 100 such a success. Setting a new standard in the regional jet market, the SaM146 is definitely the way forward.

For further information visit www.powerjet.aero
PowerJet’s SaM146 engine has accumulated more than 3,200 test hours both on ground and inflight and logged more than 1,100 flight hours to date – with 2009 being a key year for the certification program, Jean-Paul Ebanga, Chairman and CEO, tells Regional Horizons. The joint venture company between Snecma of France and NPO Saturn of Russia is “the first to design from scratch an engine designed and tailored specifically for the next generation of regional jets,” underlines Ebanga. With a 13,500-17,500lbs thrust category, the SaM146 will power SuperJet International’s SJ100 which will launch its third aircraft in the flight test program shortly. Russian certification of the 95-seat regional jet is expected by the end of this year.

Testing to date has proven that the SaM146 is on target to achieve PowerJet’s five goals: high dispatch reliability, low cost ownership, strong customer support, environmentally friendly with both current and future ICAO standards, as well as commonality. “Our target is to serve this market with one engine, we think we can push the engine to 18,500lbs and can stretch to 115 passengers,” says Ebanga.

Besides engines used to power the SSJ-100 flight test aircraft, six development engines are currently being used in the test program. 2 more will be shipped in the following months. On serial production, parts are already being manufactured in preparation for the first commercial SJ100 delivery to launch customer.

This year the partnership between SuperJet and PowerJet has reached another level with the opening of a SuperJet International North American sales and customer support office in Washington, DC, headed by former ATR North America executive John Buckley. With Lucas Aardenburg, PowerJet Vice President Marketing and Sales The Americas, based in Miami, FL, they are now able to jointly meet with prospective customers underscoring SuperJet’s desire to compete seriously for the North American regional jet market with Bombardier and Embraer.

Asked if the worldwide economic crisis will affect the program, Ebanga underlines PowerJet is designing the product during the downturn and therefore will be ready for market during the upturn “so we are right in sync.” As a sign of its long-term commitment, PowerJet and SuperJet will be exhibiting in a major way this week for the third year during the RAA Annual Convention. While PowerJet will seek additional platforms for the SaM146 in the future, Ebanga confirms that his company is fully dedicated to the SJ100’s successful entry into service before seeking other programs.
Mitsubishi Aircraft Corporation is convinced that its 70-seat MRJ70 and 90-seat MRJ90 are the two options it will bring to the market and has no plans for a stretched version of the larger model, Executive Vice President-Sales and Customer Support Junichi Miyakawa said at a media briefing yesterday. The 70-seater is being sought as a replacement for older 50-seat regional jets, and the larger aircraft is planned as a replacement for older aircraft such as the Fokker and British Aerospace aircraft. Launch customer ANA has ordered 25 MRJ90s.

The aircraft is already well established with 700 employees and has its headquarters firmly established in Nagoya. That facility is also envisioned as a customer support center and the Japanese manufacturer is searching for similar centers in Europe and the US. “We have two candidates in each area, who I can’t identify at the moment, but we will make the decision this fall,” he acknowledged. Customers will be able to access the latest information on their aircraft from the manufacturer’s website, and “they’ll be able to request support from a web-based interface.”

Preliminary design review of the aircraft was completed late last month, and the critical design review will be completed late this year. First flight for the MRJ90 is due at the end of 2011, and flight tests will be conducted from 2012-2013 using four test aircraft. The MRJ70 will follow the same schedule, one year later.

Although other manufacturers are stretching their products, and will in the future, Miyakawa says “the definition of the product has not changed. It’s 70 and 90 seats.”

ATR is optimistic that it will be able to sell new ATR turboprop aircraft into the United States market. The company has already delivered 823 ATR aircraft worldwide and has a backlog of 162 aircraft valued at $3 billion, its highest level. But it has had little recent success in the US. About a quarter of ATR’s overall deliveries in the past have been to operators in North America, compared with 36% in Europe. North America is “still sleeping,” said John Moore, Head of Sales for the airframer, but pronounced himself “quite bullish on the potential.” He noted that 50-seat regional jets are flying as many as 100,000 monthly flights on money-losing short-haul routes in the US, routes that could be operated profitably by turboprops in the current high-cost fuel and cost-cutting environment. The ATR 42, the only 50-seat turboprop in production, is sized to handle growth and replacement of 30-seat turboprops, he noted, while the ATR 72 is the lowest-cost aircraft in the 70-seat segment and is sized to handle growth and replacement of 50-seat RJs. ATR turboprops are tailored to US market requirements, Moore said, having options for a front passenger door, jetway capability and dual class seating potential.

Exhibitors from the RAA Green Pavilion Tuesday presented their products before a gathering of RAA, ATA and ACI-NA Environmental Directors. The first-of-its-kind event brought together the vendors having products to help the aviation industry “go green” and maintain EPA standards. “We were extremely excited about the Green Pavilion Forum coming into the conference, and the forum exceeded our expectations,” said Mini Smith, RAA Environmental Committee Co-Chair.

Ten vendors were given the opportunity to present their products, including eTug, an electronic tug driven right up in front of the assembled crowd.
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Advanced Technology Aircraft
Lowest Operating Cost In Its Class
Exceptional Operational Flexibility
Widebody Comfort
Unmatched Environmental Scorecard

www.nowisthefuture.com
**Saab Aircraft Leasing** (SAL) has completed three transactions to date in 2009 including a long-term lease for one Saab 2000 with Golden Air and two Saab 340Bs to an undisclosed third party customer, according to President and CEO Michael Magnusson. Underlining that “340 values are holding pretty well,” he told a media briefing yesterday “the market is still very active both for leasing and sales.” Even though Australian Saab 340 operator Macair filed for bankruptcy, Magnusson said it has not had an impact on SAL with the company’s current inventory including one Saab 2000, four Saab 340Bs (two portfolio/two third party) and four Saab 340As (two portfolio/two third party). SAL’s current portfolio includes 128 aircraft with nine of the Saab 340s managed on behalf of third parties. The cargo market continues to be active with more than 40 Saab 340 Cargo aircraft operating worldwide including Pel-Air in Australia converting three Saab 340As into cargo versions and SprintAir of Poland bringing its total cargo fleet to 10 units. While commercial airline traveling has been cut by 10% in North American and European regions, Magnusson predicts that traffic will start to come back and “we are seeing pockets of opportunities opening up.”

Continuing development of the **ATR -600 series**, ATR expects the maiden flight of the updated pre-series aircraft to take place next month; it was powered up in December. Certification is expected in the second half of 2010 with entry into service in the first half of 2011, according to John Moore, Head of Sales for the Toulouse, France-based regional aircraft manufacturer. The new ATR 42-600 and ATR 72-600 will have new derivative PW127M engines for hot and high capability; increased operational weights; new, quieter cabin interior with LED lighting, new seats, new windows and larger overhead bins; forward passenger door with jetway capability; and new state-of-the-art Thales avionics suite with provisions for future ATC requirements. Moore said ATR is also in the early stages of evaluating a larger aircraft — in the 90-100 seat category — surveying customers first and then talking with potential suppliers. The company was reacting initially to customer sentiment, he noted. “It would be a new aircraft, not a derivative,” Moore said. It would be difficult to predict a timetable, he said, but added, “we do see there’s a potential…”
Although Bombardier Aerospace expects 2009 to be challenging — with airline passenger traffic and capacity declining, airline profitability deteriorating and weak aircraft orders — the company still expects deliveries of commercial aircraft to be up about 10% in its current fiscal year, according to Rod Williams, Bombardier Commercial Aircraft Vice President-Commercial Operations. The company delivered 110 Q400 and CRJ regional jets in the last year. Included in this year’s rise is a decline in CRJ regional jet deliveries and an increase in Q400 turboprop deliveries; the company recently increased the production rate of the Q400. Last week, Bombardier delivered the first Q400 NextGen airliner to Norwegian regional carrier Widerøe’s Flyveselskap A/S. The Q400 NextGen has enlarged overhead bins, new LED lighting and redesigned sidewalls. The company also continues to study what is dubbed the Q400X, a stretch of the 74-seat turboprop to about 90 seats, but has no formal program or launch decision. “There is substantial interest,” Williams said. “We’re not there yet.”

Bombardier’s new CRJ1000 NextGen is set for certification later this year and entry into service in early 2010. First flight was in September 2008. A second aircraft will join the flight test program soon, according to Rod Williams Bombardier Commercial Aircraft Vice President-Commercial Operations. The wing was recently mated to the fuselage and will soon fly to Wichita. “50% of the flight test program is complete,” Williams added. Bombardier says the aircraft will offer larger windows than previous CRJ models, large stand-up baggage compartments, flexible zones for seating, high commonality with other CRJs, and 14% better trip costs than competing aircraft. The company has 45 firm orders for the CRJ1000 NextGen and 18 conditional orders and options.

Use of Bombardier’s Q400 turboprop has expanded rapidly in North America over the past couple of years. Once operated exclusively by Seattle-based Horizon Air on the west coast of the US, the increasingly popular, high-speed aircraft now is also operated by Lynx Aviation from Denver, by Colgan Air from Newark and by Canada’s Porter Airlines, with two routes into the US.
Flying into the future.
Mitsubishi Regional Jet, a new concept from Japan for the skies of the world.

The MRJ is a 70-90 seat class next generation regional jet made with Japanese cutting-edge technology.

MRJ
Mitsubishi Regional Jet

www.mrj-japan.com
ATR has launched a new Door-2-Door service support option under which the airframe manufacturer will take full responsibility for managing an airline’s requests for spares and technical documentation. This includes hand-over and delivery to the exact place they are needed, according to Jean-Pierre Cousserans, ATR Customer Services Senior Vice President. By using Door-2-Door, an airline will have one point of contact for the logistic management of the spare parts and services needed for its ATR fleet. Providing a centralized administration will reduce an airline’s in-house requirement to track and trace shipments, helping operators to save both time and money, he added.

New member airline Lynx Aviation, Frontier Airlines’ regional subsidiary, will take delivery of its 11th Bombardier Q400 aircraft in July. The 74-seat aircraft will be worked into Lynx’s existing route structure to increase frequency in high-demand markets, an official said, or could be used to enter a new market, although no new destinations have been announced. The regional averages 66 daily flights, serving routes within a 600-mile radius of Frontier’s Denver hub. Destinations include popular Colorado points, such as Aspen, Durango, Grand Junction and Steamboat Springs; a number of “western” points such as Jackson Hole, WY, and Billings and Bozeman, MO, and El Paso, TX, to the south. The carrier has an additional aircraft coming in February 2010, and has options for five more Q400s.
**EXHIBITOR NEWS**

**Aerosim Technologies** (Booth 1125) announced Air Astana unveiled the Aerosim Virtual Procedure Trainer at their flight training facility in Almaty, Kazakhstan. These state-of-the-art training devices for the Airbus A320 and Boeing 757 will be upgraded to the Enhanced VPT model later this year.

**DAC International** (Booth 705) announced Shuttle America, a Republic Airways Company, has selected DAC’s GEN-X Class 3 EFB for its fleet of Embraer 170 and Embraer 175 aircraft. GEN-X is a PMA'd Class 3 EFB designed for simple, cost-effective retrofit and forward fit requirements. Installations can be accomplished under the operator’s choice of either a Class 2 or Class 3 STC.

**BKD Aerospace Industries Inc.** (Booth 1121) is displaying its Amazon Stair Climber in the Exhibit Hall this week. The Amazon provides comfort, dignity and safety for your passengers, transferring them from inside the terminal to their designated seat on the aircraft. BKD Aerospace is the North American and International distributor for the Amazon which is currently in service in major and regional UK airports.
Loving an airline begins with loving its airplanes.

A few years ago, Embraer introduced E-Jets to help airlines tap the gap between regional and mainline platforms. Along the way, we tapped into something else: the desire for a significantly better in-flight experience. Today, with more than 500 aircraft in service with 42 carriers, E-Jets are earning the loyalty and affection of passengers, crews, and airlines around the world. Join us, and feel the love.

Find out how equipment can create an experience your passengers will love at ThePAXFactor.com.
OAG BACK, the official RAA provider of industry statistics, reports that regional airline seats in the US domestic markets were down only 4% in May 2009 versus May 2008. This compares with mainline reductions of 10.5%. Regional airline departures dropped 7.5% while mainline departures fell 11% in May regional departures accounted for 51.1% of US domestic flights. (See chart below)

**Comparison of May 2008 vs 2009 Seats and Departures for US Domestic Flights**

<table>
<thead>
<tr>
<th></th>
<th>May 2008</th>
<th>May 2009</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainline</td>
<td>57,711,659</td>
<td>51,655,851</td>
<td>-10.5%</td>
</tr>
<tr>
<td>Regional</td>
<td>18,941,211</td>
<td>18,182,935</td>
<td>-4.0%</td>
</tr>
<tr>
<td>Total</td>
<td>76,652,870</td>
<td>69,838,786</td>
<td>-8.9%</td>
</tr>
<tr>
<td>Share of Regional</td>
<td>24.7%</td>
<td>26.0%</td>
<td>-</td>
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<table>
<thead>
<tr>
<th></th>
<th>May 2008</th>
<th>May 2009</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainline</td>
<td>405,450</td>
<td>361,010</td>
<td>-11.0%</td>
</tr>
<tr>
<td>Regional</td>
<td>407,010</td>
<td>376,614</td>
<td>-7.5%</td>
</tr>
<tr>
<td>Total</td>
<td>812,460</td>
<td>737,624</td>
<td>-9.2%</td>
</tr>
<tr>
<td>Share of Regional</td>
<td>50.1%</td>
<td>51.1%</td>
<td>-</td>
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</table>

Embraer’s 50-seat ERJ 145 is operating commercial services again in Brazil for the first time in several years. A pre-owned 145 went into service this week with Passaredo Linhas Aéreas on a route between Ribeirão Preto and Curitabo. The aircraft, and a second 145, are being leased to Passaredo by Embraer’s wholly-owned leasing subsidiary ECC Leasing Company Ltd. “This is, without doubt, an important marker for Embraer to have an ERJ 145 aircraft operating commercially, once again, in Brazil,” said Paulo Estevão de Carvalho Tullio, Embraer Vice President-Asset Management. The second 145 is in the final preparation stage at Embraer Aircraft Maintenance Services in Nashville and will be delivered soon to Passaredo, which also operates six EMB 120 Brasilias. Embraer’s ECC Leasing was incorporated in Ireland in 2002 to manage and remarket its pre-owned aircraft portfolio, aircraft taken in as trade-ins. So far, it has managed 71 aircraft, leasing 40 and selling 31.

ATR is forecasting a demand for 2,680 passenger turboprops between 2009 and 2028. The company’s backlog is higher than ever, and it expects to deliver 60-65 turboprop aircraft this year, up from 55 in 2008 and 44 in 2007. It booked orders for 42 new aircraft and 14 options in 2008.
### Regional Jet Scope Clause Limitations - May 2009

#### US Major Airlines & Low Cost Carriers

<table>
<thead>
<tr>
<th>Carrier</th>
<th>Maximum Seats</th>
<th>Max Wt.</th>
<th>Allowed Number</th>
<th>Other Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaska Airlines*</td>
<td>No limit</td>
<td>No limit</td>
<td>No limit</td>
<td>None</td>
</tr>
<tr>
<td>AirTran</td>
<td>70</td>
<td>100,000 lb</td>
<td>No limit</td>
<td>Commuters may not exceed 17.5% of Company ASMs, increasing to 18%, 18.5%, 19%, 19.5% and 20%, if Company fleet exceeds 60, 70, 80, 90 and 100 aircraft, respectively. Commuter ASMs will limited to 75% of the above if the Company’s block hours do not grow year-over-year.</td>
</tr>
<tr>
<td>American Airlines</td>
<td>50</td>
<td>64,500 lb</td>
<td>Total regional aircraft may not exceed 110% of mainline narrowbody aircraft.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(1) Nonstop block hour flying between key airports (DFW/ORD/ JFK/SFO/LAX/LGA/STL/SIU/BOS) by wholly-owned commuters may not exceed 1.25% of total mainline block hours; (2) Non-majority-owned commuters may not fly nonstop between those key cities; (3) 85% of all majority-owned carrier RJ flying must be to/from those key airports. For non-affiliates, 100%; (4) if the number of mainline crewmembers drops below 7,300, the union may terminate the commuter scope provisions.</td>
</tr>
<tr>
<td>Continental Airlines</td>
<td>50</td>
<td>No limit</td>
<td>274. Additional RJs may be added with mainline fleet growth.</td>
<td>No express carrier flying between hubs.</td>
</tr>
<tr>
<td>Delta Air Lines</td>
<td>50</td>
<td>65,000 lb</td>
<td>No limit</td>
<td>(1) Maximum of 255 jets with 51-76 seats; (2) 85%+ of commuter flying &lt;900 miles; (3) 90%+ of commuter flying will be to/from hubs; (4) Max of 6% inter-hub flying (except TPA/FL/ORD).</td>
</tr>
<tr>
<td></td>
<td>51-70</td>
<td>86,000 lb</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td></td>
<td>71-76</td>
<td>86,000 lb</td>
<td>120; may increase with growth in mainline fleet.</td>
<td></td>
</tr>
<tr>
<td>JetBlue</td>
<td>No limit</td>
<td>No limit</td>
<td>No limit</td>
<td>None</td>
</tr>
<tr>
<td>Midwest Airlines</td>
<td>No limit</td>
<td>No limit</td>
<td>No limit</td>
<td>None</td>
</tr>
<tr>
<td>Southwest Airlines*</td>
<td>No limit</td>
<td>No limit</td>
<td>No limit</td>
<td>None</td>
</tr>
<tr>
<td>Spirit Airlines</td>
<td>No limit</td>
<td>No limit</td>
<td>No limit</td>
<td>None</td>
</tr>
<tr>
<td>United Airlines</td>
<td>70</td>
<td>80,000 lb</td>
<td>No limit</td>
<td>(1) Regional block hours &lt; mainline block hours; (2) Min. 90% of flying to/from key cities/hubs unless cost-effective; (3) Feeder flying with jets &gt;50 seats requires jets-for-jobs; (4) No non-stops between hubs and/or DCA/MIA/TLA/EWR/JFK/SEA unless cost effective (exception for IAD to/from LGA/EWR/JFK) (5) No new feeder flying on any market operated by UA in past 24 months unless UA would not earn an adequate return.</td>
</tr>
<tr>
<td>US Airways East</td>
<td>(1) Small RJ: 44 seats (includes CRJ200/400 with 40 seats and up and 53,000 lb);</td>
<td>46,600 lb</td>
<td>150</td>
<td>(1) 70 medium RJs may fly for any regional; (2) All other RJs must fly for “participating” regionals, with half the jobs reserved for furloughed US Pilots under Jets-for-Jobs (3) Up to 55 CRJ700/701s may fly for another affiliate under Jets-for-Jobs; (4) Up to 60 CRJ700/701s may fly for a US subsidiary carrier under Jets-for-Jobs; (5) Maximum of 6% of express segments may be nonstops between hubs (excluding to/from LGA/DCA/BOS); (6) 80% of nonstop flights are limited to &lt;950 miles. (Also see below)</td>
</tr>
<tr>
<td></td>
<td>(2) Medium RJ: 45-50 seats (incl. CRJ240/400 with &gt;40 seats);</td>
<td>65,000 lb</td>
<td>Medium RJs and large RJs up to 315. Add 2 large or medium RJs for each US mainline group 2 a/c and 1 large or medium RJ for each US mainline group 3 a/c added.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(3) Large RJ: 51-88 seats</td>
<td>90,000 lb</td>
<td>38 CRJ-900 or equivalent (71-88/90 seats); 50 CRJ-700/900 or equivalent (51-88/90 seats); 75 CRJ-200/700/900 or equivalent (up to 88/90 seats); additional RJs may be added with mainline fleet growth.</td>
<td></td>
</tr>
<tr>
<td>US Airways West</td>
<td>88 (two-class) or 90 (one-class)</td>
<td>90,000 lb</td>
<td>38 CRJ-900 or equivalent (71-88/90 seats); 50 CRJ-700/900 or equivalent (51-88/90 seats); 75 CRJ-200/700/900 or equivalent (up to 88/90 seats); additional RJs may be added with mainline fleet growth.</td>
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</table>

*Note - Alaska and Southwest provisions do not account for recent tentative agreements at both carriers.

F&H Solutions Group - May 2009
The ABACUS agreement provides Mesa with competitive and predictable costs for the repair and maintenance of our DHC8-200 parts inventory, while insuring higher levels of service than we currently experience.

Gary Appling, VP Technical Services & Purchasing Mesa Air group

Dash8 ABACUS: Inventory and Repair Management Program

Fokker Services is a front runner in innovative aftermarket support solutions, like the Performance Based ABACUS Component Availability Program, which has been running for over 14 years. Our supply chain solutions include:

- Supply Chain Management (including specific challenges for out of production A/C)
- Spare Parts Supply
- Component MRO Services
- Component Availability Services

Together with our US based subsidiaries Fokker Aerotran and Fokker Airinc, Fokker Services continuously explores new initiatives to expand the span of our support services and improve them.

The focus for these ongoing developments is improving affordability, reliability and availability of our customer’s fleets. Fokker Services today serves operators with Fokker and Bombardier Dash 8 aircraft with our ABACUS program, and holds in-house Component MRO capabilities on Airbus and Boeing aircraft which already cover over 10,000 components.

Whether you need a comprehensive set of total aircraft conversion and support services, or a tailored package of MRO services, Fokker Services has all the skills and capabilities in house to exceed your requirements.
A long-time member of the Commercial Aviation Safety Team (CAST), Vice President-Technical Services Dave Lot-terer will attend the National Aeronautic Association Annual Collier Dinner at the end of this week where CAST will be awarded the 2008 Robert J. Collier Trophy. CAST is being recognized for “achieving an unprecedented safety level in US commercial airline operations by reducing risk of a fatal airline accident by 83%, resulting in two consecutive years of no commercial scheduled airline fatalities.” The prestigious recognition of CAST is a tribute to the thousands of individuals who have worked diligently since 1997 to produce the safest commercial aviation system in the world. During that period, both the capacity and complexity of the air transportation system have steadily increased. Forecasts indicate that by 2016 as many as one billion passengers will travel by air every year.

Golf Tournament Winners

1st Place
Pete Patel - Hansair Logistics
Rick Townsend - AAR
Scott Joynt - Kapco
Eric Lugger - Air Methods Corp.

2nd Place
Chet Collett - Alaska Airlines
Edward Hollkamp - Comair
Brent Johnson - Midwest Aero
Jim Audie - Champion Expo

3rd Place
John Nicks - American Eagle Airlines
Russ Oonk - US Technical
Dustin Fuller - Wencor Inc.
Tim Komberec - Empire Airline

Closest to the pin
Ken McCall - Aviatron

Longest drive
Russ Oonk - US Technical

Thanks to AAR, Aerospace Welding, ARINC, ATR North America, Bombardier, Lufthansa, Schneller, Wings Financial Credit Union for providing raffle items.
Flight Training Forum and Flight Training Committee Agenda

Wednesday, May 20
Salt Palace Convention Center, Salt Lake City, UT – Room 251 AB
This meeting is open to all airlines, exhibitors and invited guests.
Coffee will be available in the meeting room at 8:00 am

Flight Training Forum Agenda
8:30 am  Welcome and Introductions
        Jesse Childress, ASA
        Randy Hamilton, Compass
        Scott Foose, RAA

8:55 am  Role of Suppliers in Committee Work
        Karla Cadden, ARINC/RAA Associate Members’ Council Chair
        Industry Shout Out
        Exhibitors Introduce Their Staff & Services

9:15 am  CAST’s Flight Deck Automation Work Group
        Recommendations
        Dr. Kathy Abbott
        Chief Scientific & Technical Advisor,
        Flight Deck Human Factors, FAA
        Automation Training Research Study
        Dr. Beth Lyall, Research Integrations

9:55 am  Break

10:15 am Runway Safety Trends and Underlying Causal Factors
        Wes Timmons, Director of Runway Safety, FAA

11:00 am Airplane Upset Recovery Training and Simulator Fidelity
        David Carbaugh, Boeing / CAST Co-Chair

11:45 am  Open Time
12:00 noon Forum Adjourns
12:00 noon Lunch in Exhibit Hall

Flight Training Committee Agenda
1:00 pm  Robert Sumwalt, Vice Chairman, NTSB
1:55 pm  Peggy Gilligan,
        Associate Administrator for Aviation Safety, FAA
2:40 pm  Break  Sponsored by P&W Canada
3:00 pm  FAA Update
        Dan Jenkins, Manager Air Carriers Training Branch, FAA
        Rulemaking and Guidance (including N&O)
        FAA Update on MPL
        Age 60+ Pilot Training & Checking Requirements
3:45 pm  Human Factors Round Table – Group Discussion
        Is N&O pushing airlines Into AQP?
        What skills and knowledge do pilot applicants need to have?
        Best practices for training professionalism, leadership,
        SOP compliance
        Best practices for stalls/stick pusher/high altitude operations
        Best practices for runway safety

4:45 pm  Meeting Adjourns
For further information contact:
Scott Foose, Vice President, foose@raa.org
RAA Safety Directors Meeting

AGENDA

Wednesday, May 20
Salt Palace Convention Center, Salt Lake City, UT – Room 251 DE

8:45 am Introductions

9:00 am – 10:20 am
Meet with Pat Massimini and Mitch Serber of Mitre, Jay Pardee and Mike Bayshore of the FAA to discuss regional airline participation in ASIAS participation, ASAP, FOQA programs, sharing safety findings and analysis

10:20 am – 10:30 am Break

10:30 am – 11:00 am
Meet with Peggy Gilligan, Associate Administrator for Aviation Safety (AVS) to discuss FAA priorities under new administration, FAA oversight issues

11:00 am – 11:30 am
Meet with Robert Sumwalt, NTSB Member, to discuss NTSB recommendations

11:30 am – 1:30 pm Lunch to be provided in Exhibit Hall

1:30 pm – 2:00 pm
Meet with Wes Timmons, FAA Office of Runway Safety to discuss runway safety issue

2:00 pm – 2:30 pm
Meet with Doug Hofsass, TSA GM – Commercial Aviation to discuss general (not security sensitive) TSA security compliance issues.

2:20 pm – 3:00 pm
SMS Focus Group Update; also discuss status of SMS ANPRM, and SMS ARC

3:00 pm – 3:10 pm Break

3:10 pm – 4:30 pm
Current safety issues:
Industry Advisory Group for Voluntary Safety Programs - Update from Scott Reeves, Expressjet
Hot Button 2009-04-15 Number of VDRP’s and LOI’s Accident Emergency Response Programs

4:30 pm Meeting concludes

For further information contact:
Dave Lotterer, Vice President-Technical Services lotterer@raa.org

RAA Environmental Committee Meeting

AGENDA

Wednesday, May 20
Salt Palace Convention Center, Salt Lake City, UT – Room 151 BC

9:00 am Welcome Remarks

9:10 am Remarks by Faye Malarkey Black (RAA VP Legislative Affairs) on Congressional actions

9:30 am Presentation by Pinnacle/Colgan on Crash Remediation efforts/requirements

10:00 am Presentation by JDA on determining an airline carbon footprint, Regional Industry Effort

For further information contact:
Liam Connolly, Director-Industry & Regulatory Affairs, connolly@raa.org

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**RAA 2009 Annual Convention Schedule**

All events take place at the Salt Lake City Convention Center unless otherwise indicated.

**Wednesday, May 20**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>7:30 am – 5:30 pm</td>
<td>Media Center Open (Sponsored by GE Aviation)</td>
<td>ROOM 150 CG</td>
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<tr>
<td>8:00 am – 5:00 pm</td>
<td>Registration Open</td>
<td>SOUTH BALLROOM FOYER</td>
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<tr>
<td>8:30 am – 11:30 am</td>
<td>TALPA/ARC* Meeting</td>
<td>ROOM 251 AB</td>
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<tr>
<td>8:30 am – 5:00 pm</td>
<td>Flight Training Forum – See Agenda Page 12</td>
<td>ROOM 151 G</td>
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<tr>
<td>9:00 am – 11:30 am</td>
<td>ATA Environmental Group Meeting</td>
<td>ROOM 251 DE</td>
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<tr>
<td>9:00 am – 11:30 am</td>
<td>Safety Directors Meeting – See Agenda Page 13</td>
<td>ROOM 151 BC</td>
</tr>
<tr>
<td>9:00 am – 5:00 pm</td>
<td>Environmental Committee Meeting – See Agenda Page 13</td>
<td>ROOM 250 E</td>
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<tr>
<td>10:00 am – 5:30 pm</td>
<td>Flight Deck Automation Work Group</td>
<td>EXHIBIT HALL DE</td>
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<td>Noon</td>
<td>Exhibit Hall Open (Sponsored by PowerJet)</td>
<td>EXHIBIT HALL DE</td>
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<tr>
<td>1:00 pm – 4:30 pm</td>
<td>Buffet Lunch in Exhibit Hall (Sponsored by Pratt &amp; Whitney Canada, Napkins sponsored by Avmax Group)</td>
<td>ROOM 251 AB</td>
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<tr>
<td>1:30 pm – 3:15 pm</td>
<td>Airline Presidents’ Q&amp;A Session (Open to all attendees)</td>
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<tr>
<td>4:30 pm – 5:30 pm</td>
<td>RAA “Happy Hour” in Exhibit Hall</td>
<td>EXHIBIT HALL DE</td>
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<tr>
<td>7:00 pm – 10:00 pm</td>
<td>RAA Evening Event – An Evening of Ageless Aviation</td>
<td>CLUB ELEVATE</td>
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**RAA Media Activities**

**SCHEDULE**

Salt Lake City, Utah (Sponsored by GE Aviation)

Press Room – 150 G / Press Briefing Room – 150 B/C

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<tr>
<td>7:30 am</td>
<td>Continental breakfast in Pressroom</td>
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<tr>
<td>8:15 am</td>
<td>General Session (Exhibit Hall area)</td>
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<tr>
<td>10:30 am</td>
<td>Meet the RAA President and Chairman</td>
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<tr>
<td>1:30 - 3:15 pm</td>
<td>Airline Presidents’ Q&amp;A Session</td>
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<tr>
<td>4:30-5:30 pm</td>
<td>Exhibit Hall Happy Hour</td>
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**Note:**

All RAA media activities will be at the Salt Palace Convention Center directly across the street from the Marriott and Hilton Hotels.

Emerald Media offices for *Regional Horizons* and the *RAA Annual Report* are open every day and located in Room 150A.